



North Sammamish Plateau Access Road (North SPAR) Black Nugget Road Neighborhood Newsletter

Fall, 1997

Proposed North SPAR Alignment Alternatives Refined Four construction options developed for your comment

The purpose of this newsletter is to solicit comments from SE Black Nugget Road residents regarding the North SPAR project. Four specific issues that we would like you to comment on are described in the enclosed questionnaire, but comments on any aspect of the project are welcomed. The following is a brief description and comparison of the proposed project alternatives that will help explain the issues.

Alternatives 1A & 1B

Alternatives 1A and 1B have the same general alignment, and differ primarily at the point where the North Sammamish Plateau Access Road (North SPAR) crosses Black Nugget Road.

Alternative 1A

This alternative would extend from the proposed Issaquah Highlands (Grand Ridge) commercial development, cross SE Black Nugget Road at 238th Avenue SE, and connect to the Issaquah-Pine Lake/Issaquah-Fall City Road intersection. As part of the North SPAR project, the Issaquah-Fall City Road would be realigned between SE 58th Street and Issaquah-Pine Lake Road to form a normal four-leg intersection. The North SPAR would cross the North Fork of Issaquah Creek with a bridge, but would avoid the majority of wetlands associated with the creek.

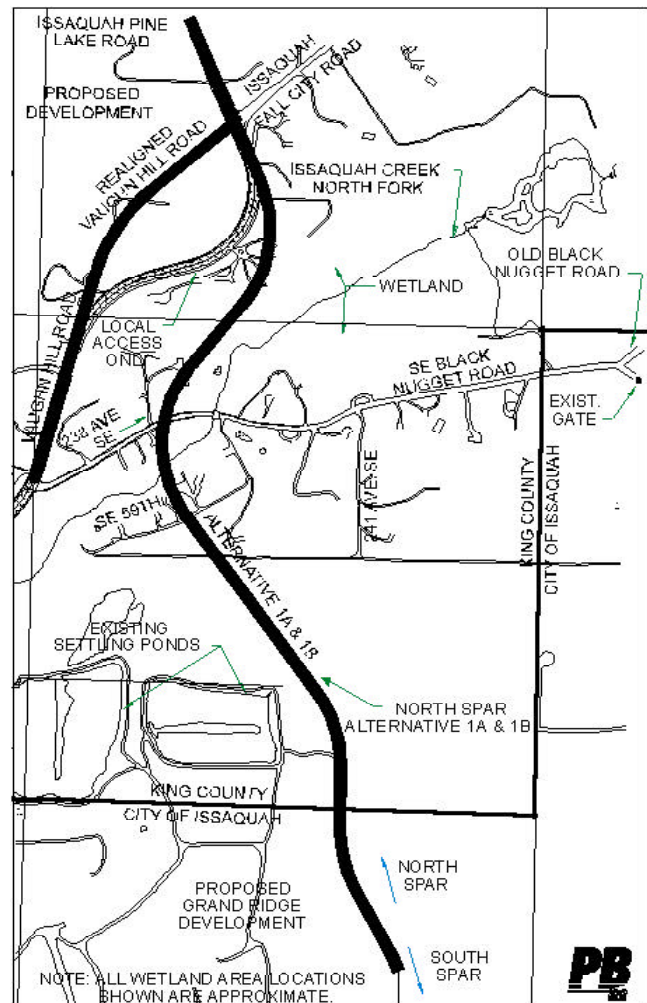
Alternative 1A would cross SE Black Nugget Road at a normal intersection, which would be signalized. The existing connection from SE Black Nugget Road to Issaquah-Fall City Road could either be maintained or could be terminated by construction of a cul-de-sac on Black Nugget Road, somewhere between the North SPAR and Issaquah-Fall City Road at a location to be determined later.

Alternative 1B

The alignment of the North SPAR and realignment of Issaquah-Fall City Road for Alternative 1B would be the same as Alternative 1A. A longer bridge that would cross both the North Fork of Issaquah Creek and SE

Black Nugget Road would be constructed. This would provide a grade-separated overcrossing for the North SPAR at SE Black Nugget Road.

There would be no connection of the proposed North SPAR with SE Black Nugget Road. Connection of SE Black Nugget Road with Issaquah-Fall City Road would be maintained.



Comparison of Alternative 1A & 1B

Access/Traffic

Alternative 1A with cul-de-sac:

Traffic on SE Black Nugget Road would be generated primarily by local Black Nugget Road residents. All SE Black Nugget Road residents would have access to either the North SPAR or to Issaquah-Fall City Road, depending on the location of the cul-de-sac, but not both.

Alternative 1A without cul-de-sac:

SE Black Nugget Road residents would have direct access to both the North SPAR and Issaquah-Fall City Road. However, traffic traveling between North SPAR and Issaquah-Fall City Road could use Black Nugget Road as a cut-through route.

Alternative 1B

Existing access to Issaquah-Fall City Road would be maintained for SE Black Nugget Road residents, but these residents would not have access to the North SPAR.

Aesthetics

Alternative 1A will blend in with the existing topography better than Alternative 1B because an at-grade intersection would be less visible to drivers and surrounding residences than a bridge over SE Black Nugget Road. The bridge for Alternative 1B would be about 8 to 11 meters (25 to 35 feet) high.

Noise

Noise impacts of Alternatives 1A and 1B are expected to be similar.

Air Quality

Vehicle emission levels would be slightly higher for Alternative 1A than Alternative 1B. This is because traffic speeds on the North SPAR would be lower and because of the stopping and then acceleration of vehicles at the North SPAR/SE Black Nugget Road intersection.

Displacement/Relocation

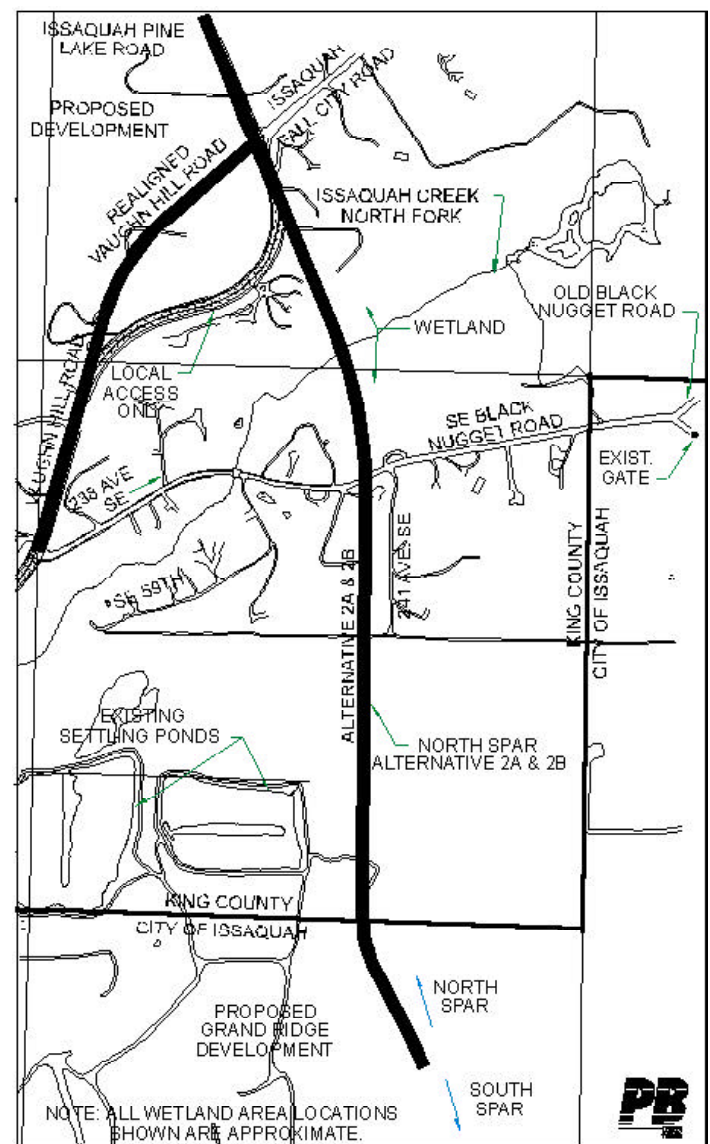
Both Alternative 1A and 1B are expected to directly affect approximately nine to ten developed residential properties.

Alternatives 2A & 2B

Alternatives 2A and 2B have the same general alignment, and differ primarily at the point where the North Sammamish Plateau Access Road (North SPAR) crosses Black Nugget Road.

Alternative 2A

Alternative 2A would extend from the proposed Issaquah Highlands commercial development to the Issaquah-Pine Lake/Issaquah-Fall City Road intersection along a shorter, straighter route than Alternatives 1A and 1B. Although shorter in length, Alternative 2A would involve constructing a bridge over both the North Fork of Issaquah Creek and a large wetland associated with the creek. The intersection of the North SPAR and SE Black Nugget Road, located just west of 241st Avenue SE, would be signalized.



The realignment of Issaquah-Fall City Road and its intersection with the North SPAR would be the same as described for Alternatives 1A and 1B. Similarly, as in Alternative 1A, the existing connection from SE Black Nugget Road to Issaquah-Fall City Road could either be maintained or could be terminated by construction of a cul-de-sac on SE Black Nugget Road, somewhere between the North SPAR and Issaquah-Fall City Road, at a location to be determined later.

Alternative 2B

The alignment of the North SPAR and realignment of Issaquah-Fall City Road for Alternative 2B would be the same as Alternative 2A. A longer bridge that would cross both the North Fork of Issaquah Creek, its associated wetlands, and SE Black Nugget Road would be constructed, providing a grade-separated overcrossing of SE Black Nugget Road. There would be no connection of the proposed North SPAR with SE Black Nugget Road. The connection of SE Black Nugget Road with Issaquah-Fall City Road would be maintained.

Comparison of Alternative 2A & 2B

Access/Traffic

Alternative 2A with cul-de-sac:

Traffic on SE Black Nugget Road would be generated primarily by local Black Nugget Road residents. All SE Black Nugget Road residents would either have access to the North SPAR or to Issaquah-Fall City Road, depending on the location of the cul-de-sac, but not both.

Alternative 2A without cul-de-sac:

SE Black Nugget Road residents would have direct access to both the North SPAR and Issaquah Fall City Road. However, traffic traveling between the North SPAR and Issaquah-Fall City Road could use Black Nugget Road as a cut-through route.

Alternative 2B

Existing access to Issaquah-Fall City Road would be maintained for Black Nugget Road residents. However, these residents would not have access to the North SPAR.

Aesthetics

Alternative 2A will blend in with the existing topography better than Alternative 2B because the shorter bridge and at-grade intersection would be less visible to drivers and surrounding residences than a longer bridge over the creek, wetlands and SE Black Nugget Road. The bridge for Alternative 2B would be about 8 to 11 meters (25 to 35 feet) high.

Noise

Noise impacts of Alternatives 2A and 2B are expected to be similar.

Air Quality

Vehicle emission levels would be slightly higher for Alternative 2A than Alternative 2B because traffic speeds on the North SPAR would be lower and because of the stopping and then acceleration of vehicles at the North SPAR/SE Black Nugget Road intersection.

Displacement/Relocation

Both Alternative 2A and 2B are expected to directly affect approximately seven to eight developed residential properties.

North Sammamish Plateau Access Road (North SPAR)

David Crippen, Project Manager
King County Department of Public Works
400 Yesler Way, Room 400
Seattle, WA 98104
Phone: (206)296-8092 Fax: (206)205-5260

THIS NEWSLETTER CONTAINS INFORMATION
ABOUT PROPOSALS WHICH COULD AFFECT YOUR
NEIGHBORHOOD.

Your comments are important to the selection of a
North Sammamish Plateau Access Road alternative.

Please review this newsletter and return the
enclosed postage paid questionnaire.
For additional information, please call
David Crippen • Project Manager
King County Transportation Department
(206)296-8092

North Sammamish Plateau Access Road

(North SPAR)

King County Department of Transportation

400 Yesler Ave. Room 400

Seattle, WA 98104